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when the vessel is in condition for inspection. As soon as one hold has been emptied, loading for the return voyage begins. There is some difficulty about the disposal of ashes and garbage, the whole being placed in a pile on deck to be dumped overboard upon reaching sea. I think this can be avoided by having a garbage boat come alongside to remove this.

Passenger traffic at this port is at a very low ebb at the present season and no passengers were rejected for quarantinable disease. Thirty-seven pieces of baggage were inspected and 52 disinfected.

Respectfully,

A. R. THOMAS,

Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON GENERAL,

U. S. Marine-Hospital Service.

Shipping for the year 1899.

ROTTERDAM, NETHERLANDS, *January 22, 1900.*

SIR: I have the honor to make the following report concerning shipping at this port. During the year ended December 31, 1899, 375 vessels cleared for ports in the United States. Of these, about one each week was sent out by the Netherlands-America Line, carrying passengers both cabin and steerage, and clearing for New York. The Neptune Line also runs a boat about once each week to Baltimore and the Cosmopolitan Line runs boats irregularly to Philadelphia. Both the last two lines carry only freight. Many tank steamers clear from here, and the remainder of the vessels are "tramps" and sailing vessels. With the exception of the liners, most vessels leave here in ballast, either water or sand.

During the year, 10,177 emigrants were carried by the Netherlands-America Line. This is the only company having facilities for this traffic. This company has a well-arranged and well-managed emigrant hotel, where all emigrants are lodged from the time they reach the city until they go aboard steamer. Emigrants are brought directly to this hotel from the railroad station, without entering the city. New arrivals are kept separated from others in the hotel until they have received their medical examination, which is made by the company's surgeon the morning after arrival. Before embarking they are again examined by the ship's surgeon and the United States consul. All baggage is inspected by the vice-consul on the day before sailing, and all bedding thrown out to be disinfected. The steamship company has a disinfecting plant, which, however, is out of repair, and I do not think capable of doing efficient work. A new plant is contemplated. All baggage is then labeled as inspected or disinfected.

About 4,000 bales of rags are shipped from here to the United States each year. These rags are all handled by one firm, and they have a plant for sulphur fumigation, and all rags are unbaled and fumigated before shipping. I shall visit this plant the first time that it is operated. All shipments of hides, wool, hair, etc., are required to be accompanied by certificates showing where they were gathered, and if from the east, how the hides have been cured.

Respectfully,

A. R. THOMAS,

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